Springfield Township High School

**Graduation Project Annotated Bibliography**

**Student Name:**

**Annotation # 7**

**MLA Citation:**

Currie, Graham. "Bus Transit Oriented Development--Strengths and Challenges Relative to Rail." *Journal of Public Transportation* 9.4 (2006): 2-21. Print.

**INFORMATION:**

Author’s credentials:

Graham Currie is a professor of public transport planning at Monash University. Currie has over 30 years experience in the field of public transportation planning. His work experience includes London Transport, and his research has involved several states of Australia and different countries in Europe, Asia, and North America. Currie also specializes on transportation planning for large events such as the Athens and Sydney Summer Olympic Games.

Scope and purpose of the work:

This article is an informational report that deals specifically with the topic of bus-based transit oriented development (TOD). The article is actually a literature review of different topics regarding this type of TOD. This literature review only serves to inform the reader of various aspects of this topic, it is not an editorial or a persuasive piece.

Intended Audience:

As this article is a literature review the intended audience are people who are familiar with TOD and topics surrounding it. It uses lots of TOD jargon that lay people who are unfamiliar with the topic would be confused by. While most people are familiar with the idea of mass transit, not everyone is suited for the content of this article. In order to understand this article one must be familiar with several concepts of TOD, including funding, planning, and the different types of systems discussed.

**SUMMARY**

Thesis or main idea:

This article takes a critical look at the strengths and challenges of bus-based transit systems compared to rail in relation to TOD

Summary of main arguments:

There are several topics covered in this article. The article covers several aspects of what BTOD is and how it can be properly implemented in cities. It also takes a look at why BTOD has not been adapted by large cities, and why RTOD is more widely adapted. The article also talks about why BTOD has fallen behind, and how a good BTOD can allow for better mass transit than rail. Through these comparisons the article makes several points on existing problems with mass transit, and how BTOD could fix them.

**EVIDENCE**

Summary of evidence:

* For the most part TOD has been focused on RTOD, with little time being put towards BTOD.
  + However, bus transit is an important part of American mass transit and the adoption of bus rapid transit systems will be important
  + BRT—“an emphasis on frequent, high-quality mass transit systems with much fixed infrastructure including stations/guideways” (Currie 2)
  + Local/Suburban bus, which has “low frequency services operation on-street in suburban settings with minimal fixed infrastructure” (Currie 2)
* \*\*”market climate and development opportunity are key success factors in TOD (Cervero et al. 2004) rather than the relative features of rail versus bus” (Currie 2)
* Ottawa has a good BTOD “with an emphasis on transit development over road construction…it was a busway that achieved densification of development around busway stations (Bonsall 1997)” (Currie 3)
* “An important difference between bus and rail is that rail (and light rail in particular) is often introduced as an entirely new mode and usually replaces an existing bus-based service.” (Currie 5)
  + Newness is important to TOD
  + Newness of what?
* “Park and ride has been identified as a factor that limits TOD opportunities (Dittmar and Ohland 2004).” (Currie 6)—why?
  + Large parking lots, more road capacity, “desire for prime development space, and the need for quality uninterrupted walk access” (Currie 6)
* BTOD is understaffed in America
  + “(Ceverao et al. 2004) has found that only three percent of transit agencies engaged in BTOD had full-time staff to run BTOD programs. The proportion for rail agencies was 42 percent.” (Currie 7) \*\*good chart on this page
* BTOD can be dangerous for pedestrians
  + Fast moving busses create unsafe environments
  + Need good management to keep people around the stations safe
* “Successful TOD requires an environment in which people want to live and work. Bus noise and pollution, unless appropriately managed, creates places which are not attractive.” (Currie 10)
* Rail operates more frequently than suburban bus routes
  + Rails have right away
  + Buses must wait with traffic and deal with congestion
    - Delays passengers
    - Unpleasant experience
  + BRT systems can operate faster than rail
* Dittmar and Ohland (2004) “suggest BRT as an interim step to build ridership, which may make rail transit more feasible.” (Currie 12)
* Cost-Effectiveness
  + “Local bus services are more cost-effective in lower density areas than rail.” (Currie 12)
  + “evidence that BRT systems are more cost-effective to build and operate than light rail (U.S. General Accounting Office 2001).” (Currie 12)

**EVALUATION**

Evaluation of research:

The article is presented in a clear and logical way. Each topic is preceded by a heading, which makes identification a lot simpler. By having each section discuss only one topic, the information is much easier to understand. Currie also does a good job at thoroughly researching the topic. He cites several past findings and studies, and includes a lengthy bibliography.

 Evaluation of scope:

Because Currie cites so many sources I would say he has properly addressed each topic. The article classifies each issue surrounding BTOD as low, medium, or high significance. Each section covers the topic at hand very well. Because the different topics are broken up by section, Currie focuses on each one and gives lots of supporting details to make

Evaluation of author bias:

Currie, for the most part, is unbiased in her report on BTOD/RTOD. Her bias is only shown when he is arguing why BTOD is better than RTOD. Even still the report is mostly factual and is not biased in most regards.

**REFLECTION:**

This source is going to be very helpful for my project. This was the first article where I encountered a lot of information on TOD. TOD is going to be an important topic to cover, so using the bibliography in the back of the article is where I am going to look for more sources. This article focused mainly on BTOD, so I also would like to get more information on RTOD. I think that BTOD might actually play a role in my project. If BTOD plays a role in increasing ridership, then it will have a positive impact on the use of regional rail. I am curious as to what SEPTA’s plans to increase bus ridership are. Will the smart card system I have read about also be used for buses? This is an important topic that I will have to look into. Overall, I think that getting a good sense of TOD’s role in SEPTA is going to be an important topic to cover in my literature review.